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Flash



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02-24-2012, 03:57 PM

#1

Robbs

AllThingsLow.com



Drives: Bagged MK5
GLI, K04 stg 3 MK4
Join Date: Jan 2012
Location: Harrisburg, PA
Posts: 56

DIY: Replace your Engine Coolant Temperature Sensor (FSI)

Didn't see a writeup around for this, or any big images, so I thought this might be helpful. These steps take place after you have **removed your engine cover** and/or removed your aftermarket intake. One of the first steps when diagnosing a P2818.

Tools needed:

Flat head screw driver

Parts needed:

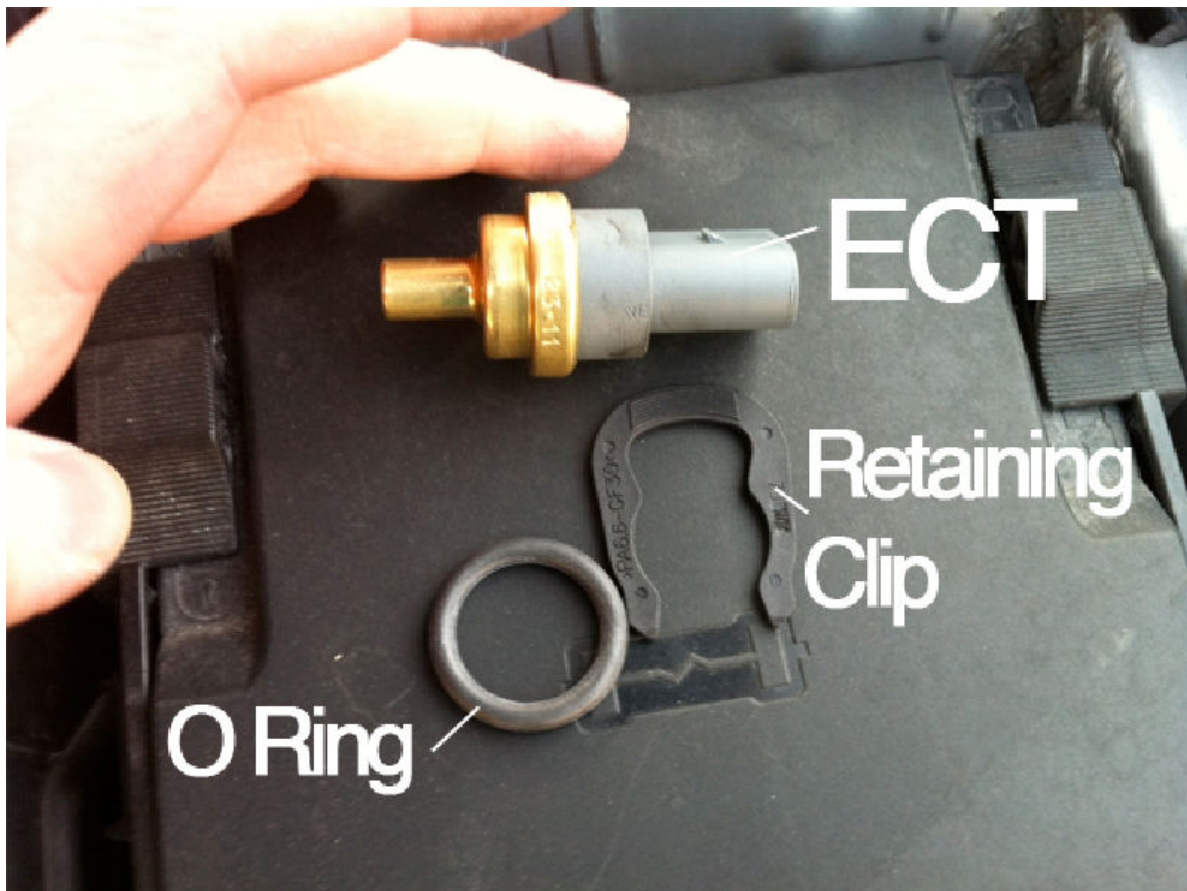
Gray Engine Coolant Temperature Sensor

O-Ring

Retaining clip

It would be smart to keep some G12 coolant handy

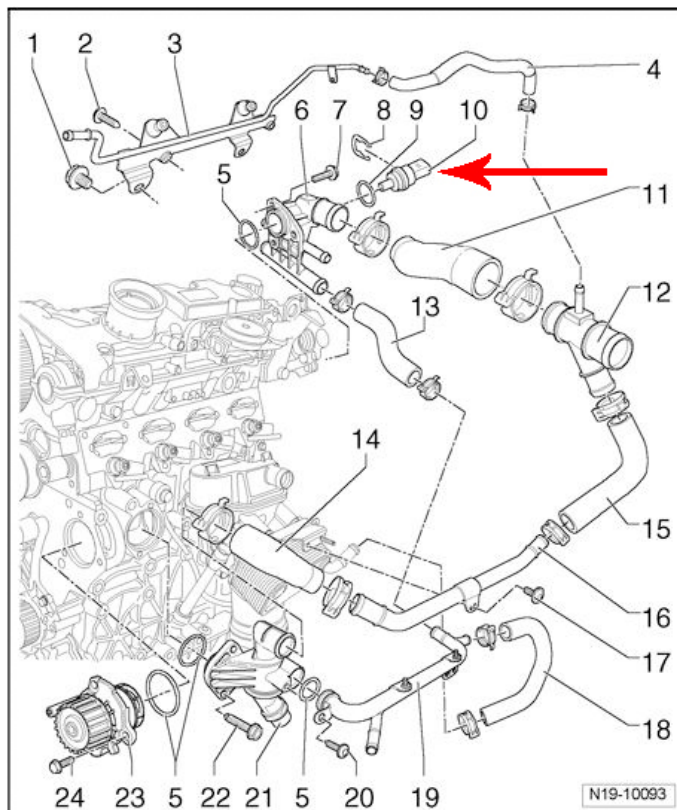
This part is easiest to replace in the morning, or any time your car is completely cool.

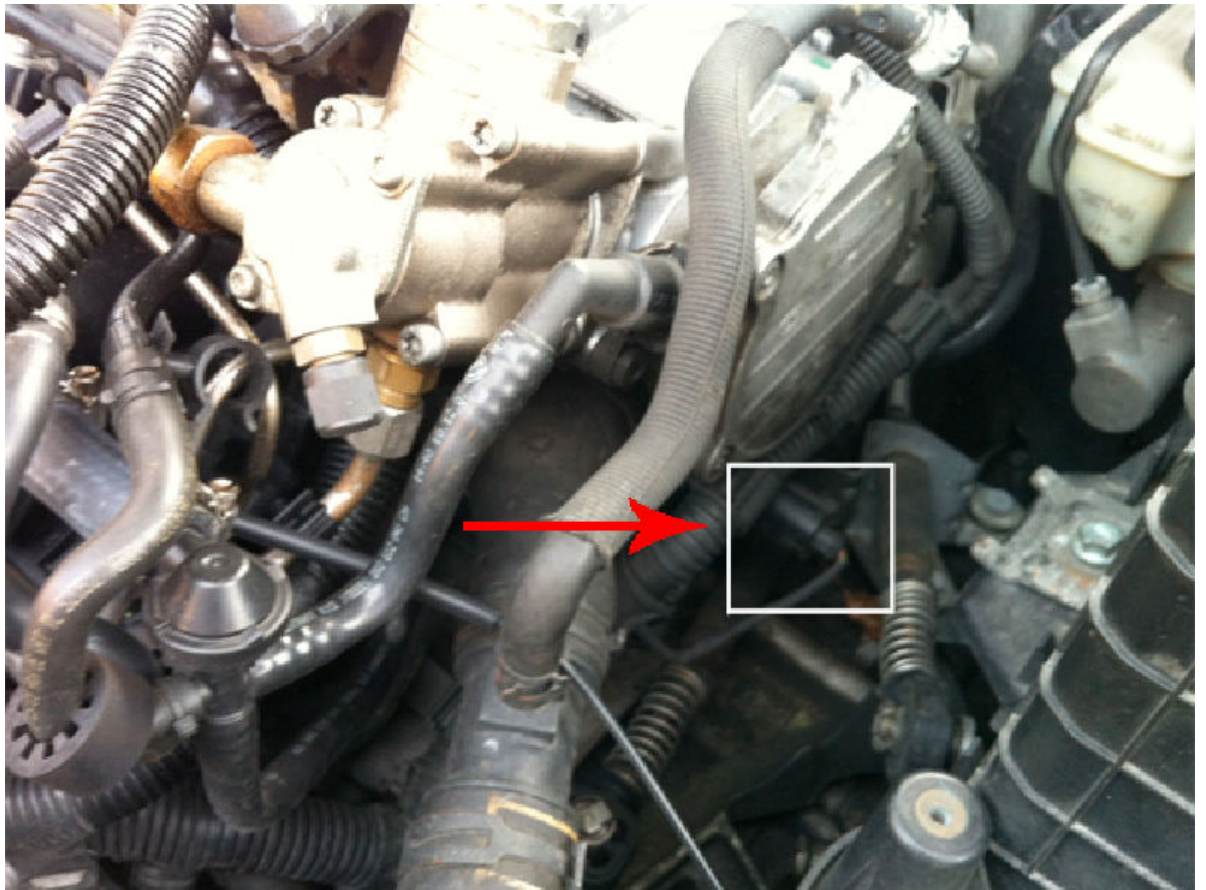


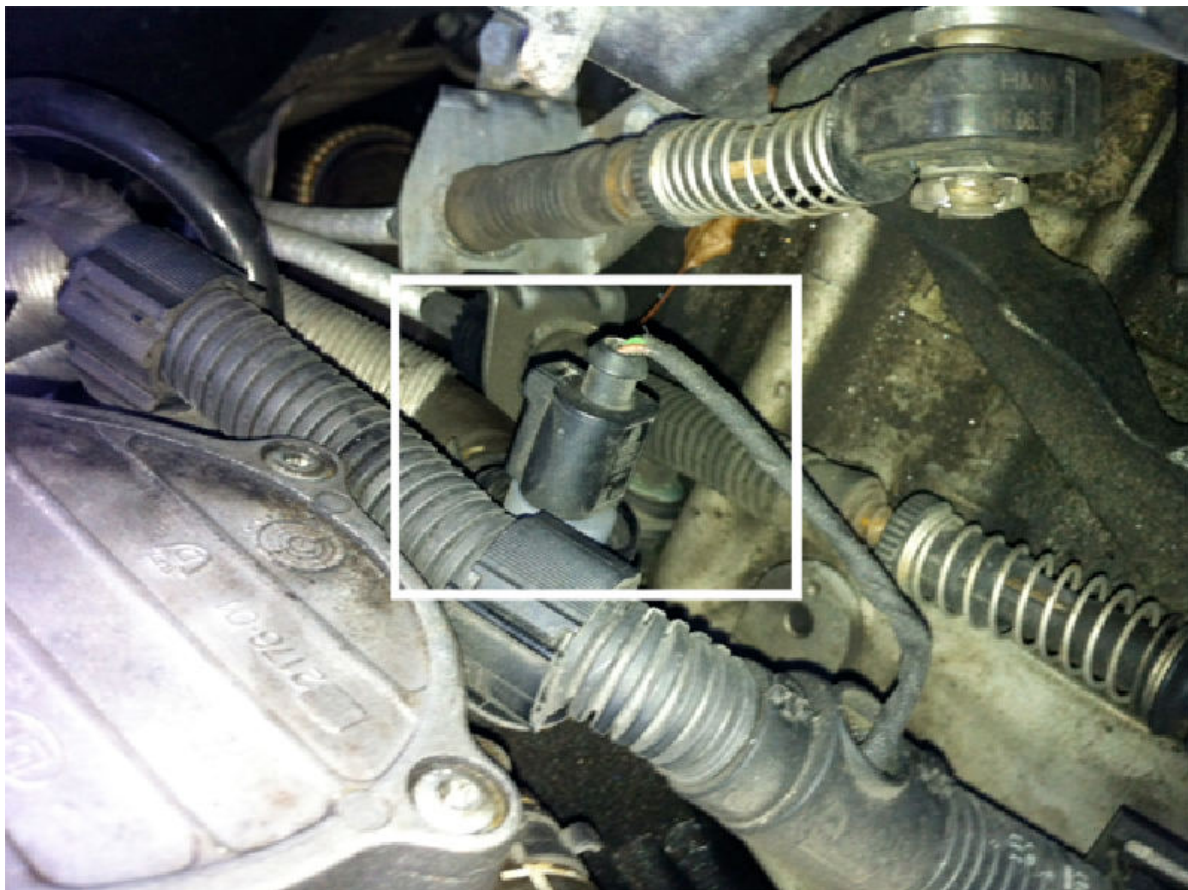
Focus your attention to the area in between your HPFP and battery box.



Locate your ECT sensor on a coolant distribution block, which is mated to the side of the engine block.





**Should you unscrew the coolant reservoir?**

It's up to you, some people say yes, to relieve pressure. Others say no, keep the vacuum. I say yes. Less coolant will be lost.

The retaining clip faces the side of rear of the engine bay. The easiest way to remove it is to find the clip with your fingers and follow it around the bottom of the coolant distribution block until you reach the end of the clasp. Push the clasp downward and backward, the retaining clip will come free and will be able to be removed by hand.

Have the new ECT sensor ready, with the new O-Ring in place. Coolant will pour out as soon as you remove the sensor.

Two things can happen when you pull the ECT sensor out: The old O-Ring will stay in the block, or come out with the ECT sensor.

If it comes out, quickly swap the new sensor in.

If it stays in, reach in the hole and pull it out. Then put the new ECT sensor in.

The clasp fits back on the coolant distribution block slightly father than the ECT sensor sits in. Check to make sure it is snug.

Use the flat head screwdriver to remove the pigtail harness connector from the old sensor and put it onto the new sensor.

That's it! Start the car and clear your codes.



02-25-2012, 06:20 PM

#2

drtechy

How you doin'?



Drives: 2008 TR GTI

Join Date: Oct 2009

Location: MO

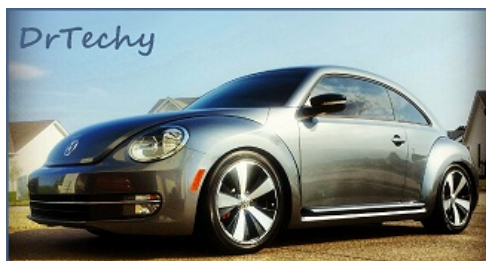
Posts: 6,681

Nice DIY, haven't had to do this yet, but glad someone wrote it up!

Quote:

Originally Posted by **A1an**

Poke and stretch your girlfriend...not your car. Don't be that guy.



02-28-2012, 03:30 AM

#3

RobbS

AllThingsLow.com



Drives: Bagged MK5 GLI, K04 stg

3 MK4

Join Date: Jan 2012

Location: Harrisburg, PA

Posts: 56

It was definitely easy, the most annoying part about it was finding a thread that depicted where the ECT sensor was actually located 🙌



10-22-2012, 02:07 PM

#4

tspeed

Passed Driver's Ed



Drives: 06 GTI MKV

Join Date: Mar 2011

Location: SF eastbay area, CA

Posts: 6

one or two coolant temp sensors on MKV?

Thanks for the nice DIY!

I recently got a CEL and a scan via VCDS shows error P2181.

I'm going to change the coolant temp sensor(s), first to see if that'll fix it, if not then change the thermostat, if not, waterpump, in that order.

I would like to verify that on a 2006.5 MKV 2.0T FSI, there is only one coolant temp sensor as shown in RobbS's diagram, correct?

Last edited by tspeed; 10-22-2012 at 02:14 PM. Reason: more info re engine



10-24-2012, 06:39 PM

#5

Robbs

AllThingsLow.com



Drives: Bagged MK5 GLI, K04 stg
3 MK4
Join Date: Jan 2012
Location: Harrisburg, PA
Posts: 56



There are two of them, actually. This guy is the sender to the dash gauge and is usually the more problematic of the two.

Funny, it appears my other one is taking a dump on me in the colder weather now (that or my thermostat, not sure yet). But your other one is a four wire sensor that sends to the ECU and is located in the thermostat housing.

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10-24-2012, 08:11 PM

#6

tspeed

Passed Driver's Ed



Drives: 06 GTI MKV
Join Date: Mar 2011
Location: SF eastbay area, CA
Posts: 6



Would you happen to have the part # for the temp sensor inside the stat?
Or is this sensor a part of the thermostat and is included with a new stat?

Last edited by tspeed; 10-24-2012 at 10:17 PM.



11-15-2012, 12:10 AM

#2

Pantera

Drag Racing Champion



Drives: 2007 vw gti mk5
Join Date: Mar 2012
Location: Cresaptown md
Posts: 57



Im having trouble starting the car in the cold and someone mentioned this sensor? In the morning around 32 out side it will start then stall out inless u keep it at a constant 2000 on rpm. Whats ur opinion? N no codes ether.



11-15-2012, 12:13 PM

#8

loccusst

FIA GT Champion



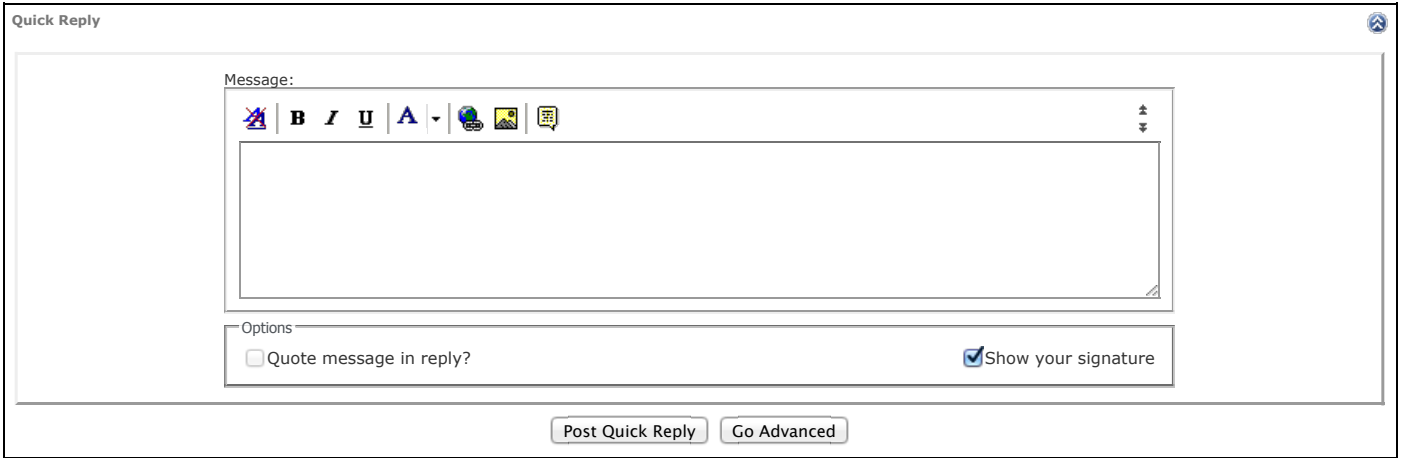
Drives: 06.5 UG MKV GTI
Join Date: Mar 2006
Location: IA
Posts: 1,585



It's easy to replace so I say try it. I found it cheaper through 1stVW parts.

Anyone can drive fast in a straight line....it's going fast around corners that takes skill...





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